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# Wings

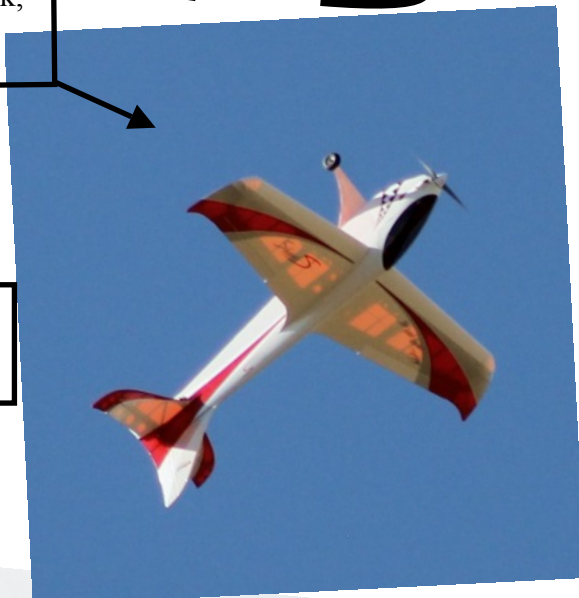
January 2017

Editor: Brian Oakes



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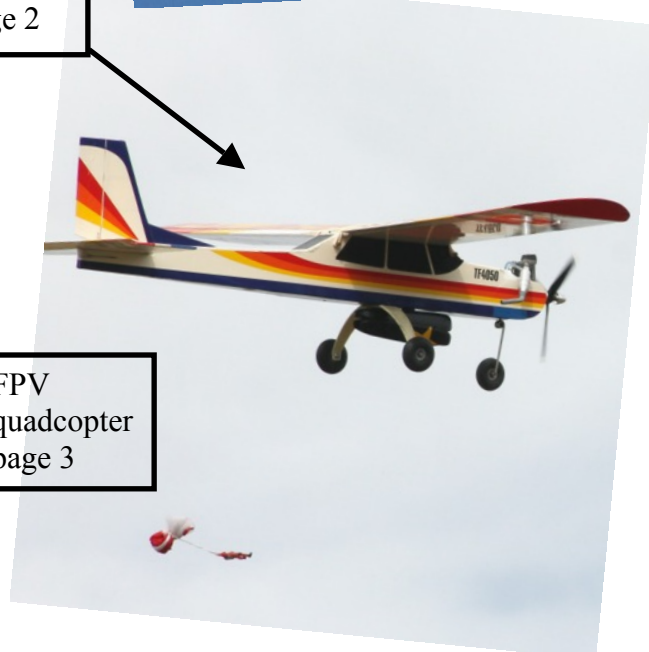
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# Seen at the Field



The model above was a 'free to good home' donation by somebody, at the clubhouse. Mike Ward repaired it and fitted a HobbyKing candy dropper that resembles a bomb bay. Instead of confectionery he installed a parachutist in the bay. The parachutist (top right) is just a kid's toy, but drops realistically.

Below, Mick Dillon's "Warmliner", is the Athena from HobbyKing. It uses 2200 mAh, 3S lipos that propel it fast enough to take it out of the "leisurely" speed class, but not enough to really call it a hotliner.





The quadcopter on this page is an Alien 4 inch from Impulse RC, an Australian design. Below, visitor Scott Dillon is the pilot with the FPV (First Person View) goggles, and his brother Mick is the spotter. (Note: the MAAA rules specify that FPV pilots must have a spotter; it's in case something happens that's outside the pilot's view.)



**Reminder: the field is closed from 1pm every day until the end of the Fire Season in early March.**

**Also: on Total Fire Ban days, the field is closed all day.**

## Seen at the Field, continued



Another of Mick Dillon's models, this time an unknown Reno style racer that uses 6S 4Ah lipos for power. The airframe is second-hand, and Mick doesn't know who made it.



Above, Merv Wright's Sebart Shark, a model not seen at the field for some years. It's described as a trainer, but has a sparkling aerobatic performance. Merv has beefed up the fuselage and powered it by with 4S lipos.



Above, the maiden flight of a Piper PA-28 Cherokee obtained by Mike Ward from a retiring member. It's electric, powered by a

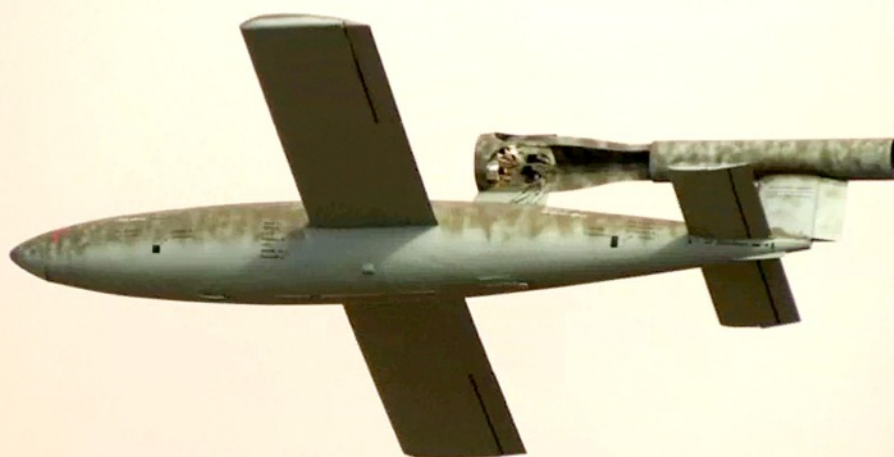
4S 5000mAh battery. So why does Mike look anxious in the photo above? He found that it was tail heavy and, worse, had undercarriage problems – see the nose wheel in the photo. Nevertheless it flew very well and landed safely. Mike told Wingtips that he'll be happy to do the necessary beefing up, so expect to see it at the field shortly.



Neil Mottat made this Mighty Arrow (above) from foam insulation material obtained from Bunnings, cutting out the shape with hot wire. Despite the odd shape, it flies well.



## Featured Model of the Month: a giant-scale V1 rocket



The Classic Fighters air show in Omapa, New Zealand, in 2015 featured a flight by a V1 rocket!

It turned out to be a radio-controlled three-quarter scale model, that, unlike the full-size V1s, didn't plunge into the ground and explode. Rather it landed on its belly, obviously ready for

another flight. To see it fly, see my YouTube video here:

<https://www.youtube.com/watch?v=uBz5SEHG0PI>

and another video with some close-ups here:

<https://www.youtube.com/watch?v=zy03UVxfxqg>

Local aeromodeller, Allan (below) explains:

Yes, it was a cool project, built by a team of modellers from both clubs here in Marlborough but funded by the show organisers. Also there was help from the aerospace firm, Safe Air, who bagged the flying surfaces and made the huge carbon wing joiner and spars.



It is only a look-alike scale effort with the fuse at 75% and the wings at about 80%. The tail plane is a bit bigger too and the power pod has moved forward to help the balance. Without 1830 pounds of high explosive in the front of the full-size V1 we needed to do all we could to keep the weight forward. Construction is all glass, foam and carbon. In order to fly under CAA NZ rules and the Large Model Association, we had to be under 220 pounds ready to fly. We made it with some margin at 192 pounds. All this was pushed along by five 127mm electric ducted fans arranged in a circle at the front of the pulse jet tube. These used 12 cells each from a bank of ten 5000 mAh 6S LiPo batteries. This gave some installation loss but we still had about 60 pounds of thrust. Serious power though.

We test flew it off a taildragger gear initially, but it used an amazing catapult at the show. This was powered by a huge bungee that accelerated the V1 up to 60 kph in just 12 metres. It got a great reception from the crowd.

**Brian Oakes. [with thanks to David Green for the reminder.]**